

COME and SEE  
COTTAM  
AND  
COMPANY'S  
NEW STOCK  
FOR  
AUTUMN WEAR.

# The Hongkong Telegraph.

ESTABLISHED 1861.

"OPAL."  
IN DER TONNE.  
"ODOL."  
THE MEDICAL HALL,  
DEUTSCHE APOTHEKE,  
70, QUEEN'S ROAD CENTRAL,  
HONGKONG.

NEW SERIES No. 476 日六十月九年二十二緒光

THURSDAY, OCTOBER 22, 1896.

四拜禮 號二十二月十英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000  
RESERVE FUND \$6,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
A. McCORMICK, Esq., Chairman.  
St. C. MICHAELSON, Esq., Deputy Chairman.  
Hon. J. J. Bell-Irving, Esq., R. L. RICHARDSON, Esq.,  
G. B. Dodwell, Esq., ALEX. ROSS, Esq.,  
M. D. Eschke, Esq., D. R. SASSON, Esq.,  
R. M. Gray, Esq., R. Shewan, Esq.,  
J. Krumer, Esq., N. A. Slobe, Esq.

CHIEF MANAGER:  
HONGKONG—T. JACKSON, Esq.  
SHANGHAI—J. P. WARD, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED  
ON CURRENT ACCOUNT at the rate of 2 per Cent.  
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per Cent. per Annum.  
For 6 months, 3 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.  
T. JACKSON,  
Chief Manager,  
Hongkong, 8th October, 1896. [31]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.  
INTEREST ON DEPOSITS is allowed at 3 1/2 per  
Cent. per annum.  
Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 per Cent. per annum.  
For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager,  
Hongkong, 1st August, 1895. [32]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.  
CAPITAL PAID-UP \$800,000  
RESERVE LIABILITY OF SHARE  
HOLDERS \$800,000  
RESERVE FUND \$350,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the rate of 2 per Cent. per  
annum on the Daily Balances.  
On Fixed Deposits for 12 months... 4 per Cent.  
" " " 6 " " " 3 1/2 " "  
" " " 3 " " " 3 " "  
T. H. WHITEHEAD,  
Manager, Hongkong.  
Hongkong, 19th October, 1896. [53]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000  
Subscribed Capital \$500,000  
HEAD OFFICE—HONGKONG.  
Court of Directors:  
D. Gillies, Esq., Chow Tung Shang, Esq.,  
H. Stollerfoht, Esq., Kwan Hoi Chuen, Esq.,  
Chan Kit Shan, Esq.,  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.  
Hongkong, 23rd October, 1895. [7]

### CARBOLINEUM-AVENARIUS

Used for 20 YEARS.  
With the Utmost Success.  
Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot and Dampness.  
Sole Agents for China,  
SCHEELE & CO.  
Hongkong, 15th May, 1896. [82]

## Insurances.

### EMPRESS ASSURANCE CORPORATION, LIMITED.

#### FIRE AND MARINE.

WE have this Day been appointed  
AGENTS, and are prepared to accept  
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.  
Hongkong, 28th April, 1896. [742]

### THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1804.  
CAPITAL \$2,000,000  
TOTAL FUNDS AND SECURITIES \$2,450,051  
NET ANNUAL FIRE PREMIUM \$757,478

HAVING been appointed AGENTS of the  
above Company we are prepared to  
accept EUROPEAN and CHINESE RISKS  
at CURRENT RATES.

HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 2nd January, 1896. [1474]

### NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 28th May, 1895. [134]

### GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED.)  
CAPITAL TAELS 600,000 \$813,333-33  
EQUAL TO \$813,333-33  
RESERVE FUND \$318,000-00

BOARD OF DIRECTORS.  
LEE SING, Esq., LO YUEN MOON, Esq.,  
LOU TAO SHUN, Esq.

MANAGER—HO AMEI.  
MARINE RISKS on GOODS, &c., taken  
at CURRENT RATES to all parts of the  
World.

HEAD OFFICE, 8 & 9, PRINCE STREET.  
Hongkong, 19th October, 1896. [1477]

### NOTICE.

THE MAN ON INSURANCE COMPANY,  
LIMITED.  
CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on Goods,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

CHAU TSEUNG FAT,  
Secretary.  
HEAD OFFICE,  
No. 3, QUEEN'S ROAD WEST.  
Hongkong, 24th May, 1896. [247]

## Masonic.

### VICTORIA CHAPTER.

No. 525, E.C.  
A REGULAR CONVOCATION of the  
above CHAPTER will be held in the  
FRIELANDS' HALL, Zealand Street, on  
SATURDAY, the 24th instant, at 8.30 for 9 p.m.  
precisely. Visiting Companions are cordially  
invited to attend.  
Hongkong, 21st October, 1896. [1638]

### FOR SALE.

The Belgian "100 A" Iron Screw Steamer  
"ANVERS,"  
2,585 Tons Reg. Gross, 1,996 Tons Reg. Net.  
Lying in Hongkong Harbour.  
For Particulars, apply to  
LAUTS, WEGENER & Co.,  
Agents for  
CAPTAIN & OWNERS.  
Hongkong, 22nd September, 1896. [1484]

## Intimations.

### PENINSULAR AND ORIENTAL STEAM

#### NAVIGATION COMPANY.

FOR	STRAMERS	CAPTAINS	TO	REMARKS
JAPAN	Arcones	W. D. Madsen	Nose, 23rd Oct.	(Freight or Passage. (Passing through the Inland Sea.)
JAPAN, &c.	Aden	R. E. L. Hill, R.N.R.	About 30th Oct.	(Freight or Passage. (Passing through the Inland Sea.)
SHANGHAI	Ravenna	E. Sueti	About 1st Nov.	Freight or Passage.
LONDON	Ceylon	J. R. Lendon, R.N.R.	About 2nd Nov.	Freight or Passage.
LONDON	Manila	R. L. Haddock, R.N.R.	About 12th Nov.	Freight or Passage.

For Further Particulars, apply to  
H. A. RITCHIE, Superintendent.  
Hongkong, 19th October, 1896. [431]



### SAINT RAPHAEL WINE.

A STRENGTHENING,  
DIGESTIVE TONIC WINE.

Prescribed for Bronchitis, Malaria, and during  
convalescence.

CALDBECK, MACGREGOR & Co.,  
SOLE AGENTS.

### THE HONGKONG BUTCHERY. VEAL SAUSAGES.

25 CENTS PER POUND.

J. TATAM,

PROPRIETOR.

Hongkong, 1st September, 1895. [140]

## MEALS

MONTHLY RATES FOR

AT THE HOTEL

Breakfast	12.00
Tea	15.00
Dinner	20.00
All 3 Meals	45.00

### BELDAM'S

PATENT

COMPOUND METALLIC ELASTIC ENGINE

PACKING.

THE BEST OF ALL PACKINGS.  
REDUCES FRICTION TO A MINIMUM.  
RESISTS ALL TEMPERATURES.

SHIPS' STORES OF ALL KINDS.  
BEST QUALITY, CHEAPEST PRICES.

SHIPS UPHOLSTERY A SPECIALTY.

LANE, CRAWFORD & CO.

SHIPCHANDLERS, &c., &c.,  
PRINCE CENTRAL.

Hongkong, 24th September, 1896. [579]

### FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints.....\$35 per case.  
do " " quarts.....\$33

SHAW & Co.,  
Agents.

Hongkong, 25th June, 1896. [189]

### W. POWELL & CO.

NEW STOCK OF

LADIES' AND CHILDREN'S

MANTLES AND JACKETS.

OPERA CLOAKS, FUR-LINED CLOAKS.

W. POWELL & CO.

Hongkong, 17th October, 1896. [1009]

## Intimations.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

SOLE EASTERN AGENTS FOR

THE ALUMINIUM AND GENERAL FOUNDRY Co.

NEW WIRE WOVE ROOFING Co.

SNOWDON'S SON'S & Co. "SNOWDRIFT."

FRASER & CHALMER'S MINING MACHINERY (Malay Peninsula);

GEIPEL'S STEAM TRAP.

LEWIS BERGER & SONS, LIMITED, PAINT MANUFACTURERS.

TURTON BROS. & MATHEWS STEEL GOODS.

Hongkong, 15th October, 1896. [30]

### UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS COMPANY, LIMITED, LONDON,

PIONEERS OF THE ASBESTOS TRADE.

Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign

Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF

The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.

Cheaper Qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty

for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints,

Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-

boat and Transport in H.M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.

IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

SUPERINTENDENT.....THOS. SKINNER.

DODWELL, CARILL & Co.,

General Agents.

Hongkong, 15th October, 1896. [430]

### CANADIAN RYE WHISKY.

TRADE MARK.

Hongkong, 15th October, 1896. [430]

YUEN WO.

Per Case of 1 Doz. ... \$12.00

TELEPHONE, No. 135.

### GANDE PRICE & CO.,

WINE AND SPIRIT MERCHANTS,

No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 14th October, 1896. [430]

### MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG.

A. B. C. Code.

No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN

QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in

PRIVATE DINING-ROOMS.

For further Particulars apply to

THE MANAGER,  
MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1895. [158]

### A RISING YOUNG MAN ALWAYS DRINKS

### RAINIER BEER.

IF YOU WISH TO RISE ABOVE STRONG DRINKS TRY

IT AND YOU WILL BE HAPPY IN THIS WORLD.

"THE RISING YOUNG MAN"

SEATTLE BREWING AND MALTING Co.,

HONGKONG BRANCH,

ICE HOUSE LANE.

F. BISHOP,  
Acting Manager,  
Hongkong, 11th September, 1896. [1576]

### W. BREWER & CO.

JAPANESE HAND-PAINTED CHRISTMAS CARDS.

CHINESE-RICE PAPER CHRISTMAS CARDS.

LETTS' DIARIES 1897.

ANGLO-CHINESE DATE BLOCK 1897.

NEW GOODS FOR PRESENTS.

QUEEN'S ROAD, HONGKONG.

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE

MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the new well-known JAPANESE TABLE WATER

T A N S A N.

FLETCHER & CO.  
and  
CARMICHAEL & CO.

### THE CLUB HOTEL,

5, BUND, YOKOHAMA.

### HOTEL METROPOLE,

1, TSURUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-  
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT  
Experienced English matrons in attendance.

The Hotel steam-launch, with European Agent, attends arrivals and departures; every  
assistance given in clearing luggage and affording information. Passengers are met at the  
Railway Station.

VISITORS have the option of meeting either in Tokyo or YOKOHAMA, without extra  
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER  
on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA.

L. DEWETTE, Manager, TOKYO.



## Intimation.

## W. BOFFEY &amp; CO.

TAILORS.

2, D'AGUIAR STREET.

Have an entirely NEW STOCK of WOOLLENS to suit the Present and Coming Season.

Consisting of—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st October, 1896.

## Today's Advertisements.

POSTPONEMENT.

NOTICE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG BRANCH of the NAVY LEAGUE will be held (by permission) in the Chamber of Commerce, CITY HALL, TOMORROW (FRIDAY), the 23rd October, at 10 P.M.

By Order,

E. W. MITCHELL,  
Hon. Secretary.

Hongkong, 22nd October, 1896. [1635]

TENDERS.

FOR RENOVATIONS and REPAIRS to the British Steamer "WEST YORK" will be received at the Office of the Undersecretary up to Noon of 24th October.

The vessel has arrived here damaged, and requires NEW MASTS, YARDS, and JIB-BOOM, all Standing and Running Gear, and a full set of SAILS complete. Two Lower Masts and two Lower Yards to be of IRON. Also Repairs to BULKHEADS, STERLING GEAR, BOATS, RAILS, WINDLASS, &c. Also Repairs to BULKHEAD PLATES and SHEER PLATES. The vessel also requires Docking for the Examination of Bottom.

For Particulars apply to the Undersecretary, or to the Captain on board, who do not bind themselves to accept the lowest or any Tender.

DODWELL, CARILL &amp; Co.,

Agents.

Hongkong, 22nd October, 1896. [1635]

THE CHINA STEAMSHIP COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"HYSON"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersecretary before Noon on the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on WEDNESDAY, the 28th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 22nd October, 1896. [1635]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HALOONG"

Captain DAVIS, will be despatched for the above Ports on SUNDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAIRRAIK & Co., General Managers.

Hongkong, 22nd October, 1896. [1635]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG"

Captain Outerbridge, will be despatched as above on MONDAY, the 26th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd October, 1896. [1635]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

AFRICA, EGYPT, MEDITERRANEAN,

PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA,

PERMANENT, CONTINENTAL AND

AMERICAN PORTS.

THE Steamship

"MIRZAPUR"

Captain E. G. Andrews, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 5th November, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Peninsular*, leaving that Port on the 28th November for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 22nd October, 1896. [1635]

## Today's Advertisements.

FOR SALE.

HANDSOME FIRST CLASS MICROSCOPE—NIXON MODEL—with all Optical Accessories, Chemicals and Apparatus necessary to study or research in any department of Microscopic Science; together with a number of Works on Microscopy and Correlative Subjects—Price, \$350.

Can be viewed on application at THE HONGKONG DISPENSARY.

Hongkong, 22nd October, 1896. [1635]

Intimations.

DAKIN, CRICKSHANK &amp; COMPANY, LIMITED,

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &amp;c.

DAKIN, CRICKSHANK &amp; Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 22nd October, 1896. [1635]

NOTICE.

WE have THIS DAY established ourselves in this Port as GENERAL IMPORT and EXPORT MERCHANTS.

COLLINS BROS., No. 39, Queen's Road Central.

Hongkong, 10th October, 1896. [1635]

JUST RECEIVED

A SHIPMENT "WAVERLEY" BICYCLES.

Highest of all High Grades.

COLLINS BROS., Agents.

No. 39, Queen's Road Central.

Hongkong, 10th October, 1896. [1635]

A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of every superior Vintage. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKEY marked "B" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINE and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON &amp; CO., LD., THE HONGKONG DISPENSARY, Hongkong, 19th September, 1896. [1635]

## MARRIAGE.

On the 21st instant, at Union Church, Hongkong, by the Rev. G. J. Williams, Thomas HENRY KINGSLAY, to ELIZABETH MAUD BUXTON. No Cards.

## The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 22, 1896.

## NOTES AND COMMENTS.

We note with pain the statements of the Reverend Mr. Ross with reference to the doings of a French Catholic Bishop in Manchuria; but as the newspapers in the North indicate that legal proceedings are about to be taken by the Rev. Prelate it is impossible for us to discuss the merits of the case on either side. We hope that the result of the investigation will be such as to exculpate the Catholics and at the same time will enable the Rev. Mr. Ross to show that his statements were not made without some justification on his part. As to the alleged disputes and quarrels between Protestant and Catholic Chinese in our neighbourhood, we are making inquiries with a view to ascertain, first, whether any such quarrels and disputes have in fact taken place; secondly, whether, if they have, they have had their origin in religious differences, or have arisen out of other causes. There may be differences between members of different sects on matters not at all religious in their character, and this is the more probable in China, where the division into families and clans is so very marked and quarrels so frequent. It often happens that of two neighbouring villages, one may have attached itself to one religious organisation and the other to another. If these villages fall out and fight, it may be in respect of disputed boundaries, or of injuries to cattle or otherwise, and although it may be correctly described as a row between opposing sects, it may in fact have nothing to do with religion.

We note again, with disgust, the entire cessation of work at those sections of the Praya Reclamation from Pottinger Street to New Pedder's Wharf. Nothing is being done. After the last outcry about the offensive smells some earth was thrown in and a few of the more objectionable pools of filth were filled up, but no progress of any kind has been made for at least a month. We hear, too, we hope it is not true, that the Administration have given up the further prosecution of the work by contract and, wherever possible, are substituting measurement work. This method of putting through any description of work, public or private, is most objectionable. It is particularly to be condemned in connection with Government work. It opens the door to all sorts of frauds. The measurements cannot be carried out by the superior officers of the Department. Work must be measured before it is covered up. It is almost a daily task, if it is to be done effectively. It must therefore be left to ill-paid subordinates, and the Chinese are perfect adepts at corruption in every possible shape and form. All Government work should be done by contract, and we believe that such is the rule laid down by the Colonial Office for observance in all Colonies.

With reference to the article published in our last issue in which attention is called—for the first time, we believe, in a comparative form—to the deficiencies of our modern men-of-war in what we take the liberty of calling "end-on" fire, a word or two about the last trio of battleships turned out for the United States Navy may not be amiss. Each of these vessels is armed with four 13" guns, eight 8" guns, and four 6" guns, to say nothing of quick firers. Of these, two 13" four 8" and two 6" guns are so mounted as to fire right ahead and the balance right astern. The two 13" are mounted in a heavily armed turret right amidships, the four 8" in two turrets arranged on either side of the main turret and raised above it, and the 6" guns fire from turrets at the external angles of the central citadel. There is no vessel in our Service, at home or abroad, that can deliver, direct in the line of her movement, so heavy a discharge. Neither is there, we believe, in any other navy at the moment any vessels so powerfully equipped in that respect as the *Indiana* and her sister-ships under the Stars and Stripes.

## REUTER'S MESSAGE.

TURKEY AND THE POWERS. London, October 20th. Reports circulating in Paris and Berlin, fore-shadow the joint diplomatic action of Great Britain, France and Russia to secure the opening of the Dardanelles to foreign warships, the Sultan's personal protection and the integrity of his dominions being guaranteed. It is added that the Sultan being adverse to the proposal, a European Conference will be necessary.

## LOCAL AND GENERAL.

CROP prospects have greatly improved in Siam lately. M. DEFRANCE, French Minister, left Bangkok on the 10th instant in the *Aspie* for a short visit to Cochinchina and Cambodia. The death is announced in Bangkok papers of Peh Lee Chai (Pha Yee). He was reputed to be a very rich and owned three rice-mills in Bangkok. The U.S.S. *Olympic*, carrying the flag of Admiral F. V. McNair, left Kobe for Cebu on the 19th instant. It is on the cards that she will be down here next month. The Hongkong Regiment are erecting more barracks, though why these tall and expensive buildings should be required in addition to their new barracks we fail to comprehend. If the barracks accommodation is insufficient, why not erect substantial buildings at once instead of makeshifts which will probably be blown down by the first typhoon that happens along next year.

AT four o'clock this morning Mr. L. Noronha, who lives at 11, Remedios Terrace, was awakened by a crackling noise. He went downstairs to see what was the matter and then the roof of the house fell in. The bed on which Mr. Noronha had been lying was smashed to atoms, so that he had a very narrow escape of being killed. To white ants and dry-rot are attributed this incident.

THE fruit stalls in the Central Market have assumed a very striking appearance owing to the fetching display of autumn fruits that have lately come in season. Oranges can be obtained, but are of recent green and poor in flavour. The Chefoo grapes are excellent, both in quality and size, unusually large bunches being obtainable. The water pomegranates are now in its prime and has a flavour midway between the apple and melon.

LIEUT. GENERAL KAWAKAMI and his suite, who are going to visit Formosa shortly, intend to proceed to the Pescadores after staying about three weeks in Formosa. The party is then expected to visit Amoy, Hongkong, Singapore, and Annam for the purpose of making certain investigations. The *Mainichi* states that the investigations are connected with colonization questions as well as military considerations. On their way home they are expected to call at the Philippine Islands.

As will be seen by the report of the proceedings of the Sanitary Board published in another column, there is very little likelihood of any further trouble with the night-soil coolies. His Excellency the Governor having decided that so long as the men are registered and use buckets with light-fitting covers the rest of the regulations which resulted in the recent strike are not to be enforced. This means that the coolies can use the old buckets so long as they have good covers and that the "Committee of Twelve" will be dissolved.

THE D. D. R. steamer *Hertha*, Captain Hildebrandt, which arrived at Yokohama on the 10th instant, reported having left Hongkong on the 2nd instant and had strong easterly winds to Chapel Island. On Saturday noon, the 3rd, she was struck by a heavy squall, which increased to typhoon force and lasted for 24 hours. During this time heavy seas were washing over the vessel, doing some damage. On Monday (5th) it moderated considerably and veered to the E.S.E.; in the evening passed Formosa. The sky was cloudy and after night set in it rained a perfect deluge, continuing up to Tuesday morning (6th), when it moderated and began to clear up, the wind, however, keeping in the same direction, E.S.E., and the sea going down. Took the watches off forward to examine cargo below and to our surprise found that a quantity of water had got in through one of the six ports being broken; the crew, however, soon got out the two feet of water which had got into the between-deck. At 11 o'clock a.m. same day, sighted a small open boat drifting; we were then 200 miles from land. Having altered our course we soon found that the boat contained some living people on board, five in number, and as far as we could ascertain, they had been blown off in a typhoon and had been without food or water for five days. We got them on board and carefully attended to them and brought them on to Yokohama, where we delivered them over to the authorities. This, says the *Yokohama Herald*, is the second time Captain Hildebrandt in the *Hertha* has rescued castaway fishermen in Eastern Seas.

Tax Nippon Yusen Kaisha's chartered steamer *Knight of St. John* arrived here this morning from Bombay. She brings news of the outbreak and spread of the plague in that famous Indian resort. It appears from files of the *Times of India* that several days elapsed before the authorities knew what disease it was that was carrying off scores of people daily, and the papers even reported the progress of the disease under the headline "The Prevailing Fever." After a while Dr. N. F. Sweeney, a well-known bacteriologist, as the *Times of India* dub him, declared it to be bubonic plague, and then everybody said it was bubonic plague, and the papers said so, and it was telegraphed to the remotest parts of the earth that bubonic plague was devastating the population of Bombay. Strange to say, however, although there have been several visitations of plague in various parts of India a great amount of nauseating, grossly misleading and foolish twaddle was published in the Bombay papers about the "prevailing fever," of which the following, which is a portion of the report of an interview with the aforesaid "well known bacteriologist," is a very fair sample:—"I think the plague has been imported probably from Hongkong or some other Chinese port. It might be said that the plague there broke out as far back as the year 1894, but must be remembered that plague when they have taken a firm root, are never easily eradicated and that the last of these cases had been heard of in Hongkong until about the last year (1895) when it was said to have been finally successfully eradicated. It had been proved in respect of the cholera cases that occurred in Gimsby that the first man who contracted the disease was the one who was employed in cleaning a dirty ship, which had arrived there from Hamburg, where the cholera prevailed about a year previous to the occurrence of the cholera in Gimsby. The first case of cholera was traced to the vessel having been at Hamburg, and it could in the same way be argued that the germs from the last remnants of cases in Hongkong and other places in China, might have been brought to Bombay, and that they must have gathered strength from the insanitary condition of the drains in the particular locality where the plague has now broken out."—Will not some good Samaritan be kind enough to forward to this ill-informed bacteriologist copies of the reports of the plague epidemic here in 1894 in order that he may find out how some interesting facts about the incubation period; how to fight the plague, and how Dr. Yersin and Professor Kitazato discovered the bacillus of plague. Surely he can't be too old to learn.

## MEMORANDA.

TO-MORROW, 23rd October. An Interim Dividend of 4 per cent. on shares of the Wanchai Warehouse and Storage Co., Ltd., will be paid to-day.

5 p.m.—Meeting of the Navy League, Hongkong Branch, in the Chamber of Commerce Room, City Hall.

SATURDAY, 24th October. Tenders for renewals and repairs to the British barque *West York*, will be received at Messrs Dodwell, Carill & Co.'s office up to noon.

9 p.m.—Meeting of Victoria Chapter.

## SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Mr. F. A. Cooper (Director of Public Works) presided, and there were also present Dr. F. H. Clark (Medical Officer of Health), Dr. Ayres (Colonial Surgeon), Mr. F. H. May (Captain Superintendent of Police), Mr. N. J. Kide, and Mr. Hugh McCallum (Secretary).

MINUTES. The minutes of the last meeting were read and confirmed.

## THE NIGHTSOIL DIFFICULTY.

A petition from a number of night-soil coolies was read. It set forth that the petitioners observed that the Board had framed six regulations, viz:—

- (1) That nightmen be registered.
- (2) Licenses be applied for.
- (3) Buckets be applied for.
- (4) Night-soil to be removed once every day.
- (5) Night-soil to be removed between 1 a.m. and 7 a.m.
- (6) The nightmen to be under the supervision of a Committee of twelve.

Petitioners state they are willing to abide by four of these rules, viz Nos. 1, 2, 3, and 5, but as regards No. 4 it is pointed out that the Board's buckets weigh 15 catties and are not so handy, neither do they hold as much as the old buckets. By the use of the old buckets dirt and labour would be saved. Petitioners therefore pray that the old style of bucket, with a close-fitting cover to prevent the escape of offensive smells, may be ordered and if 10 petitioners will apply for them, Petitioners also pray that the regulation as to supervision by a Committee be cancelled. They admit that they ought to work hard, but are afraid that they may sometimes have important affairs of their own to attend to or may be hindered from working by illness and they therefore pray that they may be allowed to find substitutes and that holders of licenses may accompany them without Night Buckets to show such substitutes when they have to call for night-soil. With regard to supervision, petitioners submit that whilst going about their work they are under the supervision of the Police, District Watchmen, and the community generally and in particular the occupier of each house visited. This supervision is already rigorous, so if a Committee of Twelve is appointed to look after them they are afraid that their members will rely on their authority to extort money from them under false pretences. Wherefore they pray that this regulation may be cancelled. Finally, petitioners pray that their petition be submitted to His Excellency the Governor.

## MINUTE BY THE COLONIAL SECRETARY.

The Colonial Secretary attached to the petition (when forwarding it to the Governor) the following minute:—

When the night-soil coolies came to my office a few days ago they advanced the following reasons for regarding the new buckets as unsuitable:—

- (1) The buckets now used by them hold twice as much as the new buckets, so that if they have to carry the latter they will lose time and labour.
- (2) The new buckets being wider at the top than at the bottom and the iron rings on either side for a rope to pass through being situated low down it will be almost impossible to carry the buckets steadily. It will therefore be difficult to avoid spilling the contents of the new buckets which may involve punishment or fine.
- (3) The top of the new buckets, unlike the buckets now in use, does not afford convenient space for carrying water for cleaning purposes.
- (4) The new buckets are heavier than the buckets now in use, being about 15 catties whilst the latter weigh 7 or 8 catties which means that they will have to carry a heavier bucket than the one they now use, though the former actually holds less than the latter.
- (5) In conclusion the coolies stated that if they are allowed to continue the old pattern of buckets they will undertake to have the lids perfectly airtight and the buckets painted.
- (6) I understand that the chief object of the new regulations is to secure airtight lids, but before Your Excellency comes to a decision I recommend that the reasons advanced by the coolies be referred to the Sanitary Board for report.

## THE SANITARY BOARD'S OPINION.

The Secretary of the Board in reply to the Minute of the Colonial Secretary reported at great length. He stated the new buckets were of three sizes—18, 17 and 13 pounds when empty and when full of water 22½ lbs, 20½ lbs and 16½ lbs respectively. The old buckets weighed 12½ lbs and when full of water 17½ lbs. The allegation that the old held twice as much as the new is false. The shape of the new bucket does not affect its stability when being carried. Water for cleaning can be easily carried on the top of the new buckets. The Board could not see the continued use of the old buckets detrimental to the sanitation of the city. The old buckets absorb matter, their lids do not fit well, and in many ways are very unsatisfactory. It is not compulsory for the men to use the Board's bucket, only that buckets used must be approved by the Board, and persons desirous of using other buckets than those of the new pattern should communicate with the Board. 3-6 nightmen had already (on 9th instant) registered, but out of 190 carriers who went to the conservancy house on the Saturday previous only 24 had buckets of the approved pattern.

## THE GOVERNOR'S DECISION.

The Colonial Secretary wrote to the Board under date 12th October:—

"With reference to your letters Nos. 176 and 177 of the 9th instant I am directed to inform you that His Excellency the Governor approves of the Board's recommendation for the repeal of the 4th and 5th regulations, while the evidence of such shelter exposed the troops to extreme danger, as the Hakkas entered other people's houses and used them as shelters to fire at the Japanese troops. Captain Fureuchi commanded the garrison of Yuen-lin when he was besieged by the insurgents, and only one company under him. That handful of men had to encounter a body of insurgents numerically several times stronger than themselves. When a message was carried to Major Sato, who commanded Yuen-lin and his vicinity, he was urgently requested, the Major told the Captain that he should evacuate the place and withdraw to a safer position, an injunction which he obeyed. In this respect, therefore, no blame could be laid upon Captain Fureuchi. The reason why Lieutenant-Colonel Masuda was suspended was more indefinite. He was said to have failed in exercising due vigilance and to have suffered the insurgents to assume formidable proportions. This officer, however, must have found it extremely difficult to keep watch over a large district with only one company of men at his disposal, especially when his want of knowledge of the native language is remembered, added to which was ignorance of the topography of the country. The conduct of Major Sato and Captain Ishikawa was doubtless open to grave censure.—*Yokohama Mail*.

On the motion of the President seconded by the Colonial Surgeon, it was resolved to revoke by-laws 8 and 9.

THE DEFECTING APPARATUS. The Medical Officer of Health called attention in a letter to the dilapidated condition of the wooden building in High Street containing the steam disinfecting apparatus and of the fencing surrounding it. In view of the necessity for extensive repairs he suggested that the Board should forward to the Government a recommendation that the machinery should be removed to Kennedy Town or to some other more suitable site.

The Colonial Surgeon said an idea had got about that the disinfecting station was a great nuisance and that it created an awful stink. He had been explaining that the station had been within ten yards of the hospital sisters' quarters during the last five years and close to Caine Road. There was a very small amount of smoke and the place was absolutely innocuous.

It was resolved to forward the Medical Officer of Health's letter to the Colonial Secretary with the request that he receive the favourable consideration of His Excellency the Governor.

CHOLERA AT SINGAPORE. The Colonial Secretary at Singapore forwarded a return of cases of cholera at Singapore. From the 22nd to the 20th inst. there were thirty cases of which were twenty-one died and from the 20th to the 6th inst. there were forty-four cases, of which twenty-nine were reported after death.

SMALL-POX ON STEAMERS. Dr. Jordan, Port Health Officer, reported that on the afternoon of the 15th inst. a Japanese steamer on board the *Miki Maru* was found to be suffering from small-pox. He was removed to the hospital and instructions were given for the disinfection of the ship and she was allowed to proceed at once to Kobe. The Health Officer also reported a case of small-pox on board the *Shanvick* from Yokohama. The vessel was placed in quarantine on the 12th inst.

THE MORTALITY STATISTICS. For the week ending 10th October the death rate was 29.9 as compared with 22.7 for the corresponding period of last year.

ANY TRIUMPH. The Board adjourned until next Thursday week.

## THE MILITARY FUNERAL.

The funeral of the late Major G. K. Moore, of the Army Pay Department, which took place yesterday afternoon, was a most impressive military spectacle.

Shortly after 4 p.m. the procession left the Royal Artillery Barracks, led by a large firing party consisting of 500 men of the Rifle Brigade, marching with reversed arms and commanded by Major A. R. Pemberton. The Band of the Rifle Brigade followed with muffled drums and then came the coffin, drawn by a party of men of the Rifle Brigade, on a gun-carriage, covered with the Union Jack as a pall, on which were a large number of wreaths and crosses and the helmet and sword of the deceased officer.

The coffin was attended by a group of military officers and some friends of the deceased as chief mourners. Then followed 20 men of the Hongkong Regiment, 20 of the Royal Engineers, 30 gunners of the Royal Artillery, 20 Royal Marine Light Infantry, 30 seamen from the men-of-war in harbour, a large body of Naval and Military officers, and many civilian friends of the deceased. His Excellency the Governor was represented by his *ad-adjutant* and the Commodore by his secretary, but General Black attended in person.

The band played the "Dead March in Saul" as the melancholy procession moved slowly through the town. When the Monument was reached a large number of soldiers and civilians were found waiting there joined and the procession was so long that the firing party had reached the gate of the cemetery and drawn up in two lines, resting on their reversed arms, on either side of the road, before the tail end of the procession had passed the Monument.

The coffin was carried into the cemetery and the funeral service read by the Military Chaplain, the Rev. H. Vallings. As the remains were lowered to their last resting place the band played and sang the 39th hymn, "When our heads are bowed with woe." The Burial Service being concluded, the firing party fired three volleys over the grave and the mourners, after taking a last glance at the resting place of their comrade and friend, departed.

The deceased officer, who, by his genial manner and the keen interest he took in all local sports and pastimes, had endeared himself to all who were brought in contact with him, leaves a young widow to whom we tender our most sincere sympathy in this great affliction.



## THE PLAGUE IN INDIA.

Mr. Ruffin D. Dave addressed the *Times of India* (Bombay) on the 22nd instant on the subject of the disease which is carrying off hundreds of natives weekly in Bombay, respecting the nature of which the leading medical men of Bombay could not agree for several days, though one and all were at last obliged to admit that it is bubonic plague pure and simple. Mr. Dave, in the course of a very interesting letter to our influential Bombay contemporary, says:—

Where doctors disagree, it is hardly proper for a layman to interfere. But I write this in the hope that the following facts and references about former outbreaks may be of some use:—

The four chief outbreaks in Western India were in 1618, from 1613 to 1619, and from 1813 to 1817 and in 1837. In 1618 it raged in Ahmedabad, berthing in the Punjab in 1617. Hindu medical works have no mention of such a disease, but its Hindustani name is *waba* or *waba-danum*. From the Punjab it spread through Lahore, through the Gangetic Doab to Delhi, and north to Kashmir. Lulling at times, it continued to lay waste the country for eight years. About the same time, in Kandahar "the land was overrun by mice. A mouse would rush out of its hole as if mad, and striking itself against the wall and doors of the house would die." Then the plague was in the house. If the people at once fled they might be saved; if they stayed, the whole village was swept away. To touch the dead or even his clothes was certain death. Hindus suffered more than Mohammedans. In Lahore, ten or twenty people would die in one house, and the neighbours would fly. A cow feeding on grass on which a plague patient had been washed died, and dogs that ate the cow fell dead on the spot (Khalil Nami-i-Jahangir in Sir H. M. Elliot's "History of India," VI., 405-407). In the *Wahid-i-Jahangiri* the Emperor Jahangir writes:—"It is said by old men, and it is also clear from the histories of former times, that this disease had never appeared before in this country. I asked the physicians and learned men what was the cause of it as, for two years there had been a want of rain, and the country had suffered from famine. Some said it was due to the foulness of the air from drought and scarcity; others ascribed it to other causes. God knows, and we must patiently submit to His will." The Emperor Jahangir in 1618 congratulated himself that he had escaped the plague by coming to Ahmedabad. But it followed Jahangir to Ahmedabad in that year, and was most deadly among Europeans. Sir Thomas Roe's Chaplain, Mr. Terry, describes it as "an extreme burning and most grievous pestilence." In nine days seven Englishmen died. None were ill more than twenty-four hours, and most not more than twelve. Terry gives further details with which I will not tire your readers (Terry's Voyages, 22), but which show it was the fever form of the plague, without buboes.

Between 1613 and 1619, the *taun* and *waba* (as distinguished from cholera, which is called *Adan*) reappeared in Ahmedabad. The visible marks were swellings as big as grapes or bananas behind the ears, under the arms, and in the groin, and broke out in the pupils of the eyes. In 1619 it broke out at Rajpore, having been in the Deccan several years. In 1635 the German traveller Gmelin Carrel writes that "like a boho (i.e. a booby) was so violent that it not only took away all means of procuring for a good funeral but in a few hours in Surat, Daman, Rasval, and Thana carried off whole cities of people" (Churchill's Voyages, IV., 100). In 1825 it again raged at Ahmedabad, where half the people are said to have died, and in 1837, when Brahmins and Vanias refused to bury the dead, and the lower classes not changing their till they rotted off also over-crowding, and diseased cattle (Dr. Whyte, March 1830). As mentioned above, vegetable-eaters suffered most severely, Brahmins, Vanias, Sonars (goldsmiths), Dajils (tailors) and Kumbhis (pottery-makers) while the fish-eating class mostly escaped. Several Muscovite Bohars weavers suffered, but died escaped. The disease was most deadly. Men alone suffered, but not rats, also as in 1618 and again in 1837. However, the buboes and other symptoms were there. The bubo form of the plague began with great uneasiness; pains in the head and loins; hard, knotty and painful swellings of the throat, armpits and groin-glands; and after four or five hours, an attack of fever with keen thirst, till death came usually on the third day. When buboes came and till suppuration, with purging and sweating, the case was hopeful, and similarly when buboes came without fever. A second form of the disease was vomiting, or *shikha*, with high fever, the skin as hot as fire, high pulse and delirium, with death on the second day. This second form was even more fatal than the bubonic plague and was probably the form above referred to by Terry at Ahmedabad.

In 1836 the disease came from Pall in Marwar to Jodhpore, Ajmer and East to Mewar. Here again, its appearance followed a fatal epidemic among the rats. Men were believed to have caught the disease from rats. At Talva, where the plague first broke out during the latter half of April, all the rats died. They lay dead in streets, corners, and wall holes, and, shortly after, in May, men began to sicken, rats had died before them, and people died from any house where a dead rat was found. (Vide Ranken's Pall Plague, Dr. Forbes gives a detailed account of the symptoms (vide his Indian Plague), with following in 40 hours. In 1834-35 there was an epidemic at Kurnool in the North-West Provinces, where also it followed a great mortality among the rats (Forbes, 31).

## ANOTHER VIEW OF THE AFRICAN QUESTION.

When playing billiards in the house of a gentleman for a nominal stake, say "half a crown" merely to mark the game, the real stakes may be hundreds of pounds; but this known only to the players, a point of honour to be kept secret.

The African trouble is a game, and whatever their public professions may be, the players never mention the real stakes.

The late Lord Derby said that the Government of Europe had no desire for war with England, but there were 500,000 officers on half pay to whom war would mean full pay, increased rank, stars, and titles. They and not the ruling powers are the enemies of peace.

In our British Empire we have no such body of officers of sufficient influence to involve us in a European war, but enough of individuals who, financially ruined at home, hope to do better in the Colonies and secure the ultimate end of Government—according to the Tadpole and Taper school—viz. £1,200 a year, paid quarterly. These are the enemies of our Colonial peace, and nothing is more wonderful than the fact of the game having been played so often before a public who seem to have not the slightest idea of what it is all for.

The present embroglio in the Transvaal is almost an exact repetition of the previous African embroglios. The diggers at Kimberley got their land from the Griquas and worked for diamonds without judges, generals, secretaries, councillors, magistrates, clerks, taxing officers, bailiffs, or officers in scarlet; in other words, without Government. This had to be remedied at once, so some of the more ambitious and least inclined for any work save talking took steps to remedy the evil by appointing themselves. This led to differences, of which the Governor of Cape Colony took advantage. He proclaimed the Diamond Fields to be English territory and at once appointed his principal hangers-on much higher posts and salaries at the Fields and filled up the vacancies with sons, brothers, and devoted followers of his Staff, soothing the Colonial Office by taking up some of its nominees. The diggers refused to pay taxes to maintain this impetuous lot of adventurers, so were denounced as rebels and the troops sent against them. The rebellion collapsed. General Cunningham gave some appointments to the moderates and so established the hierarchy of Government clerks. Two more active rebellions and disappointed left for the Transvaal and formed the Lydenburg Light Horse.

These adventurers found the Transvaal Republic with a large and, in part, a rich country, but without cash in the Treasury or any organized force to oppose the Kaffers, except uncertain farmers and their sons, who went on Commando for a time and returned at their own sweet will to sow or reap. Seccooni was then troublesome and the Lydenburg Volunteers took up the patrol duty on the north-west frontier. About the same time the Lydenburg gold diggers became discontented. There was great jealousy in the Natal office because of the wonderful promotions the Cape officials were enjoying; so the Natal officials condemned matters by forbidding the supply of arms and ammunition to the Boers, while the Cape Colony furnished the Kaffirs with all the warlike stores they needed. In consequence, the Boers became uneasy and the Kaffirs insolent.

The Commandant of the Volunteers made common cause with the miners and arranged to assist the Government at Pretoria. But there was a more subtle man on the spot. Theophilus Shepstone marched in with thirty policemen, proclaimed the Transvaal English territory, appointed himself Administrator and every member of his family to some well paid post, and distributed the others amongst his half-pay officers. His proclamation stated that all the Transvaal officers were to retain their posts; but in a single year nearly every Dutch nominee was got rid of and their places supplied by Englishmen who spoke neither Dutch nor Kaffir. This naturally produced a revolution, which culminated at Mafaba Hill.

At present the miners at Johannesburg are unruly and refuse to submit to the law of the land they reside in which every civilized nation acknowledges and requires. French, German, or Chinese residents in England do not vote for Members of Parliament. There are no public schools to teach their children their native tongue, yet they have to pay School Board rates and taxes the same as others. Where are the Outlanders' grievances? In the British Courts of Justice only English is used. What grievances, therefore, if the Boer Courts use Dutch? The whole thing is got up by officials and adventurers to create alibis for themselves. These people write nice cypher letters, but sometimes let the "cat out of the bag." "The movement must not start without a certificate from Rhodes that the English Government will not interfere," which means that the Outlanders have to have all the bullets, Leonard, Q.C., to be Chief Justice; Carrington, Commander-in-Chief; Jameson, President; and so on, while the Colonial Office is to have no hand in the appointments. Accordingly Mr. Chamberlain forbade the raid, as it gave no promotion to his officers.

The Boers flatly refuse to pay taxes merely to provide large salaries for high-born officials who rule by sight of family influence and who are totally ignorant of the language, manners, and, above all, prejudices of those over whom they profess to rule, and each of whom requires two or three subordinates paid out of the public funds to do the work for which he draws his salary. They also object to paying officers or soldiers in time of peace.

There is but one way of stopping this official grabbing and the consequent Colonial wars. Thus—"Be it enacted by the Queen's Most Excellent Majesty that from this time forth not more than two persons of the same family (with in the three degrees of affinity, by birth or marriage, as laid down in the Probate Act) shall hold any paid office in Her Majesty's Service, whether House, Colonial, Customs, Army or Navy, or any

of them, and if by a marriage this number should be exceeded the officer with the higher salary shall retire," and then, as Abe Lincoln wisely remarked, "the remainder of the family might have a chance of earning an honest living."

The question arises—How can these impetuous officers fit out costly expeditions? They are financed by capitalists (unknown?) who indirectly reap the profit.

The Transvaal Gold Law states that on proclamation of a Gold-field certain surface rights and about one-eighth of the produce go to the owner, the rest to State, or public, property and open to adventurers, or diggers.

If the Transvaal Government were upset at Johannesburg the above law would be inoperative and the whole of the gold being by English title to the surface owners (Messrs Rhodes, Bell, &c.), a very good speculation and worth a few thousands for riff's and horses with pay and allowances for the adventurers who risk their lives and liberties in breaking the law which the capitalist takes care to keep clear of.

The diggers, etc., of Johannesburg did not see why they should be shot or hanged to enrich the capitalists and wisely left Johannesburg to work out his own salvation—*Verloren Zinf.*

## QUIET HINTS TO CYCLISTS.

As cycling seems to have "caught on" as quickly here as in Shanghai and Singapore, perhaps the following hints may be of use to the "young ladies" and keep them from getting into serious trouble:—

Don't try to catch the handle-bar with your teeth.

Don't look round to see if the hind wheel is following.

Don't be surprised if the front wheel shows a disposition to turn into a yard and lie down for a rest.

When you lose a pedal don't get off and go back to look for it. It's right there on the machine; if you'll feel around long enough you'll find it again.

Should you find a runaway pony on your trail keep close to the curb until he has passed. Then make a sport and sell him by the tail, and put on the brake. If you don't get your gearward in this world, well, you can look for it hereafter.

Never kill a pedestrian when it can be avoided; but when you do kill one, do it smart, and say you're sorry and offer to pay for a first-class funeral.

If you run into a policeman or a flash dog-cart and get your machine smashed up, jump into a ricksha and go to Collins Brothers and buy a brand-new one. Then mount and wait at lightning speed to the spot where the collision occurred and look for the pieces you left behind you.

Don't imagine you are the only person on the road.

Don't run over drowsy newspaper reporters. Don't crash, and above all do not doubt that will result in your being searched, and done and made to look small and mean in the sight of your fellows.

Don't do anything that you should not do and don't leave anything undone that you ought to do.

Don't fill to yawning chasms cut in the road by the Drains Man.

Don't fail to save your odd cents for a cumber for needy contractors who light danger signals with your dimes.

Don't fall in love perfectly innocent when you run over a native woman and are "run in" and charged with manslaughter.

Don't fall to mangle when the other fellow easily sports a pat on the cheek on the Road. It makes the average pedestrian think you never tried to keep ahead of the other fellow.

Don't lose your temper while reading "Hints to cyclists." They are well meant, you know.

## THE DEATH OF NELSON.

(From the account written by Surgeon Beatty of H. M. S. Victory.)

Regarding the death of Nelson at Trafalgar we find the following in the little volume quoted to our last issue:—

It was from this ship (the *Redoubtable*) that Lord Nelson received his mortal wound. About fifteen minutes past one o'clock, which was in the height of the engagement, he was walking the middle of the quarter-deck with Captain Hardy, and in the act of turning away the watchman's cry of "the ship" towards the stern of the *Victory*, when the fatal ball was fired from the enemy's ship, which, from the situation of the two ships (living on board of each other), was brought just astern, and rather below the *Victory's* main-mast, and of course, not more than fifteen yards distant from that part of the deck where his Lordship stood. The ball struck the epaulet on his left shoulder, and penetrated his chest. He fell with his face on the deck. Captain Hardy, who was on his right (the side farthest from the enemy), and advanced some steps towards his Lordship, on turning round, saw the sergeant-major (Secker) of marines, with two seamen raising him from the deck, where he had fallen on the same spot where, a little before, his secretary had breathed his last, with whose blood his Lordship's clothes were much soiled. Captain Hardy expressed a hope that he was not severely wounded; to which the gallant Chief replied—"They have done for me at last, Hardy." "I hope not," answered Captain Hardy. "No," replied his Lordship, "my back-bone is shot through."

Captain Hardy ordered the seamen to carry the Admiral below to the cockpit. And now two incidents occurred, strikingly characteristic of this great man, and strongly marking that energy and reflection which, in his heroic mind, rose superior even to the immediate consideration of his present condition. While the men were carrying him down the ladder from the middle deck, his Lordship remarked that the ill-timings were not very replaced; and that the officers of the ship were not to be deterred one of the midshipmen stationed there to go up on the quarter-deck and remind Captain Hardy of that circumstance, and request that new ones should be immediately rove. Having delivered this order, he took his handkerchief from his pocket and covered his face with it, that he might be conveyed to the cockpit at this crisis unnoticed by the crew.

Several wounded officers, and about forty men, were likewise carried to the surgeon for assistance just at this time; and some others had breathed their last during these conveyances below. Among the latter were Lieutenant William Andrew Rams and Mr. Whipple, captain's clerk. The surgeon had just examined these two officers, and found that they were dead, when his attention was attracted by several of the wounded calling to him, "Mr. Beatty, Lord Nelson is here; Mr. Beatty, the Admiral is wounded." The surgeon now, on looking round, saw the handkerchief fall from his Lordship's face; and when the stars on his coat, which also had been covered by it, appeared. Mr. Burke, the purser, and the surgeon ran immediately to the assistance of his Lordship, and took him from the arms of the seamen who had carried him below. In conveying him to one of the midshipmen's berths, they stumbled, but recovered themselves without falling. Lord Nelson then lay on his back, supporting him; and, when the surgeon informed him, his Lordship replied—"Ah! Mr. Beatty, you can do nothing for me. I have but a short time to live; my back is shot through." The surgeon said "he hoped the wound was not so dangerous as his Lordship imagined, and that he might still survive long to enjoy his glorious victory." The Reverend Dr. Scott, who had been absent in another part of the cockpit administering lemonade to the wounded, now came instantly to his Lordship; and, in his arms, of grief, wrung his hands, and said—"Alas, Beatty, how prophetic you were in alluding to 'the apprehensions expressed by the surgeon for his Lordship's safety previous to the battle.'"

His Lordship was laid upon a bed, stripped of his clothes, and covered with a sheet. While this was being effected he said to Dr. Scott, "Doctor, I told you so. Doctor, I am gone;" and after a short pause he added in a low voice, "I have to leave Lady Hamilton and my adopted daughter Horatia as a legacy to my country." The surgeon then examined the wound, assuming his Lordship that he would not put him to much pain in endeavouring to discover the course of the ball, which he soon found had penetrated deep into his chest, and had probably lodged in the spine. This being explained to his Lordship, he replied "he was confident his back was shot through." The back was then examined externally, but without any injury being perceived; on which his Lordship was requested by the surgeon to make him acquainted with all his sensations. He replied that he felt a gush of blood every minute within his breast; that he had no feeling in the lower part of his back, and that his breathing was difficult and attended with pain about the part of the spine where he was confident the ball had struck; "for," said he, "I felt it break my back." These symptoms, but more particularly the gush of blood which his Lordship complained of, together with the state of his pulse, indicated to the surgeon the hopeless situation of the case; but still after the victory was ascertained and announced to his Lordship, the true nature of his wound was concealed by the surgeon from all on board, except only Captain Hardy, Dr. Scott, Mr. Burke, and Messrs Smith and Westmarch, the assistant surgeons.

The *Victory's* crew cheered whenever they observed an enemy's ship surrender. One of these occasions Lord Nelson anxiously asked what was the cause of it, when Lieutenant Pascoe, who lay wounded at some distance from his Lordship, raised himself up and told him that another ship had struck, which appeared to give him much satisfaction. He now felt an ardent thirst, and frequently called for drink, and to be fanned with a paper, making use of the words, "fan, fan," and "drink, drink." This he continued to repeat when he wished for drink or the refreshment of cool air, till a very few minutes before he expired. Lemonade and wine-and-water were given to him, and he drank eagerly, and with great satisfaction for the event of the battle, and for the safety of his friend, Captain Hardy. Dr. Scott and Mr. Burke used every argument they could suggest to relieve his anxiety. Mr. Burke told him "the enemy were decisively defeated, and that he hoped his Lordship would still live to be himself the bearer of the joyful tidings to his country." He replied, "It is nonsense, Mr. Burke, to suppose I can live; my sufferings are great, but they will all be soon over." Dr. Scott entered his Lordship "not to despair of living," and said "he trusted that Divine Providence would restore him once more to his dear country and friends." Dr. Scott then replied "his Lordship," "It is all over, it is all over."

Many messages were sent to Captain Hardy by the surgeon requesting his attendance on his Lordship, who became impatient to see him, and often exclaimed: "Will no one bring Hardy to me? He must be killed; he is surely destroyed!" The Captain's aide-de-camp, Mr. Burke, now came below, and stated that "circumstances respecting the fleet required Captain Hardy's presence on deck, but that he would avail himself of the first favourable moment to visit his Lordship." On hearing him deliver this message to the surgeon, his Lordship inquired who had brought it. "It is Mr. Burke, my Lord." "It is his voice," replied his Lordship. He then said to the young gentleman, "Remember me to your father."

An hour and ten minutes, however, elapsed from the time of his Lordship's being wounded before Captain Hardy's first subsequent interview with him, the particulars of which are nearly as follows. They shook hands affectionately, and Nelson said, "Well, Hardy, how goes the battle? How goes the day with us?" "Very well, my Lord," replied Captain Hardy, "we have got twelve or fourteen of the enemy's ships in our possession; but five of them have been hauled and show an intention of bearing down upon the *Victory*. I have, therefore, called two or three of our fresh ships round us, and have no doubt of giving them a drubbing." "I hope," said his Lordship, "none of our ships have been struck, Hardy." "No, my Lord, there is no fear of that," Lord Nelson then said, "I am a dead man, Hardy. I am going fast; it will be over with me soon. Come near to me. Say what you please to my dear Lady Hamilton and all other things belonging to me." Mr. Burke was about to withdraw at the commencement of this conversation, but his Lordship, perceiving his intention, desired he would remain. Captain Hardy observed that "he hoped Mr. Beatty could yet hold out some prospect of life." "Oh no," answered his Lordship, "it is impossible. My back is shot through. Beatty will tell you so." Captain Hardy then returned on deck, and at parting shook hands again with his revered friend and commander.

His Lordship now requested the surgeon, who had been previously absent a short time attending Mr. Rivers, to return to the wounded, and give his assistance to such of them as he could be useful to; "for," said he, "you can do nothing for me." The surgeon assured him that the assistant surgeons were doing everything that could be effected for those unfortunate men; but on his Lordship several times repeating his injunction to that purpose, he left him surrounded by Dr. Scott, Mr. Burke, and two of his Lordship's domestics. After the surgeon had rendered his assistance to the wounded, he returned to his Lordship, and said "he hoped his Lordship would be able to hold out some prospect of life." "Oh no," answered his Lordship, "it is impossible. My back is shot through. Beatty will tell you so." Captain Hardy then returned on deck, and at parting shook hands again with his revered friend and commander.

His Lordship now requested the surgeon, who had been previously absent a short time attending Mr. Rivers, to return to the wounded, and give his assistance to such of them as he could be useful to; "for," said he, "you can do nothing for me." The surgeon assured him that the assistant surgeons were doing everything that could be effected for those unfortunate men; but on his Lordship several times repeating his injunction to that purpose, he left him surrounded by Dr. Scott, Mr. Burke, and two of his Lordship's domestics. After the surgeon had rendered his assistance to the wounded, he returned to his Lordship, and said "he hoped his Lordship would be able to hold out some prospect of life." "Oh no," answered his Lordship, "it is impossible. My back is shot through. Beatty will tell you so." Captain Hardy then returned on deck, and at parting shook hands again with his revered friend and commander.

His Lordship now requested the surgeon, who had been previously absent a short time attending Mr. Rivers, to return to the wounded, and give his assistance to such of them as he could be useful to; "for," said he, "you can do nothing for me." The surgeon assured him that the assistant surgeons were doing everything that could be effected for those unfortunate men; but on his Lordship several times repeating his injunction to that purpose, he left him surrounded by Dr. Scott, Mr. Burke, and two of his Lordship's domestics. After the surgeon had rendered his assistance to the wounded, he returned to his Lordship, and said "he hoped his Lordship would be able to hold out some prospect of life." "Oh no," answered his Lordship, "it is impossible. My back is shot through. Beatty will tell you so." Captain Hardy then returned on deck, and at parting shook hands again with his revered friend and commander.

His Lordship now requested the surgeon, who had been previously absent a short time attending Mr. Rivers, to return to the wounded, and give his assistance to such of them as he could be useful to; "for," said he, "you can do nothing for me." The surgeon assured him that the assistant surgeons were doing everything that could be effected for those unfortunate men; but on his Lordship several times repeating his injunction to that purpose, he left him surrounded by Dr. Scott, Mr. Burke, and two of his Lordship's domestics. After the surgeon had rendered his assistance to the wounded, he returned to his Lordship, and said "he hoped his Lordship would be able to hold out some prospect of life." "Oh no," answered his Lordship, "it is impossible. My back is shot through. Beatty will tell you so." Captain Hardy then returned on deck, and at parting shook hands again with his revered friend and commander.

His Lordship now requested the surgeon, who had been previously absent a short time attending Mr. Rivers, to return to the wounded, and give his assistance to such of them as he could be useful to; "for," said he, "you can do nothing for me." The surgeon assured him that the assistant surgeons were doing everything that could be effected for those unfortunate men; but on his Lordship several times repeating his injunction to that purpose, he left him surrounded by Dr. Scott, Mr. Burke, and two of his Lordship's domestics. After the surgeon had rendered his assistance to the wounded, he returned to his Lordship, and said "he hoped his Lordship would be able to hold out some prospect of life." "Oh no," answered his Lordship, "it is impossible. My back is shot through. Beatty will tell you so." Captain Hardy then returned on deck, and at parting shook hands again with his revered friend and commander.

His Lordship now requested the surgeon, who had been previously absent a short time attending Mr. Rivers, to return to the wounded, and give his assistance to such of them as he could be useful to; "for," said he, "you can do nothing for me." The surgeon assured him that the assistant surgeons were doing everything that could be effected for those unfortunate men; but on his Lordship several times repeating his injunction to that purpose, he left him surrounded by Dr. Scott, Mr. Burke, and two of his Lordship's domestics. After the surgeon had rendered his assistance to the wounded, he returned to his Lordship, and said "he hoped his Lordship would be able to hold out some prospect of life." "Oh no," answered his Lordship, "it is impossible. My back is shot through. Beatty will tell you so." Captain Hardy then returned on deck, and at parting shook hands again with his revered friend and commander.

His Lordship now requested the surgeon, who had been previously absent a short time attending Mr. Rivers, to return to the wounded, and give his assistance to such of them as he could be useful to; "for," said he, "you can do nothing for me." The surgeon assured him that the assistant surgeons were doing everything that could be effected for those unfortunate men; but on his Lordship several times repeating his injunction to that purpose, he left him surrounded by Dr. Scott, Mr. Burke, and two of his Lordship's domestics. After the surgeon had rendered his assistance to the wounded, he returned to his Lordship, and said "he hoped his Lordship would be able to hold out some prospect of life." "Oh no," answered his Lordship, "it is impossible. My back is shot through. Beatty will tell you so." Captain Hardy then returned on deck, and at parting shook hands again with his revered friend and commander.

His Lordship now requested the surgeon, who had been previously absent a short time attending Mr. Rivers, to return to the wounded, and give his assistance to such of them as he could be useful to; "for," said he, "you can do nothing for me." The surgeon assured him that the assistant surgeons were doing everything that could be effected for those unfortunate men; but on his Lordship several times repeating his injunction to that purpose, he left him surrounded by Dr. Scott, Mr. Burke, and two of his Lordship's domestics. After the surgeon had rendered his assistance to the wounded, he returned to his Lordship, and said "he hoped his Lordship would be able to hold out some prospect of life." "Oh no," answered his Lordship, "it is impossible. My back is shot through. Beatty will tell you so." Captain Hardy then returned on deck, and at parting shook hands again with his revered friend and commander.

his left side, "which tells me I am gone." Drink was recommended liberally, and Dr. Scott and Mr. Burke fanned him with paper. He often exclaimed: "God be praised I have done my duty;" and upon the surgeon's inquiring whether his pain was still very great, he declared "it continued to very severe that he wished he was dead. Yet," said he in a lower voice, "one would like to live a little longer, too," and after a pause of a few minutes he added in the same tone, "What would become of poor Lady Hamilton if she knew my situation?"

The surgeon, finding it impossible to render his Lordship any further assistance, left him to attend Lieutenant Bligh, Messrs Smith and Westmarch, midshipmen, and some seamen, recently wounded. Captain Hardy now came to the cockpit to see his Lordship a second time, which was after an interval of about fifty minutes from the conclusion of his first visit. Before he quitted the deck he sent Lieutenant Hills to acquaint Admiral Collingwood with the lamentable circumstance of Lord Nelson's being wounded. Lord Nelson and Captain Hardy shook hands again, and whilst the Captain related his Lordship's hand he congratulated him, even in the arms of death, on his brilliant victory, "which," said he, "was complete, though he did not know how many of the enemy were captured, as it was impossible to perceive every ship distinctly. He was certain, however, of fourteen or fifteen having surrendered." His Lordship answered: "That is well, but I bargained for twenty," and then emphatically exclaimed: "Anchor, Hardy; anchor!"

To this the Captain replied: "I suppose, my Lord, Admiral Collingwood will not be upon him of the direction of affairs?" "Not while I live, I hope, Hardy," replied the dying chief, and at the moment endeavoured, ineffectually, to raise himself from the bed. "No," added he; "do you anchor, Hardy." Captain Hardy then said: "Shall we make the signal, sir?" "Yes," answered his Lordship; "for if I live I'll anchor." The energetic manner in which he uttered these his last orders to Captain Hardy, accompanied with his efforts to raise himself, evinced his determination never to resign the command while he retained the exercise of his command faculties, and that he expected Captain Hardy will to carry into effect the suggestions of his exalted mind, sense of his duty overruling the pains of death. He then told Captain Hardy "he felt that in a few minutes he should be no more," adding, in a low tone, "don't throw me overboard, Hardy." The Captain answered: "Oh, no; certainly not." "Then," replied his Lordship, "you know what to do," and continued he, "take care of my dear Lady Hamilton. Kiss me, Hardy!" The Captain now knelt down and kissed his cheek, when his Lordship said: "Now I am satisfied, thank God, I have done my duty." Captain Hardy stood for a minute or two in silent contemplation; he knelt down again and kissed his Lordship's forehead. His Lordship said: "What is that?" The Captain answered: "It is Hardy," to which his Lordship replied: "God bless you, Hardy." After this affecting scene Captain Hardy withdrew and returned to the quarter-deck, having spent about eight minutes in this his last interview with his dying friend.

Lord Nelson now desired Mr. Cochrane, his steward, to turn him upon his right side, which being effected, his Lordship said: "I wish I did not feel the deck, for I shall soon be gone." He afterwards became very low, his breathing was oppressed, and his voice failed. He said to Dr. Scott, "I do not have a great deal more to say, and, after a short pause: "Remember that I leave Lady Hamilton and my daughter Horatia as a legacy to my country; and," added he, "never forget Horatia." His throat now increased, and he cried for "drink, drink," and "fan, fan," and "rub, rub," addressing himself in the last case to Dr. Scott, who had been rubbing his Lordship's breast with his hand, from which he found some relief. These words he spoke in a very rapid manner, which rendered his articulation difficult; but he every now and then, with evident increase of pain, made a greater effort with his vocal powers, and pronounced distinctly these last words: "Thank God, I have done my duty," and this great sentiment he continued to repeat as long as he was able to give it utterance.

His Lordship became speechless in about fifteen minutes after Captain Hardy left him. Dr. Scott and Mr. Burke, who had all along sustained the bed under his shoulders (which raised him in nearly a semi-recumbent posture, the only one that was supportable to him) forbore to disturb him by speaking to him; and when he had remained speechless about five minutes, his Lordship's steward went to the surgeon, who had been a short time occupied with the wounded in another part of the cockpit, and stated his apprehension that his Lordship was dying. The surgeon immediately repaired to him, and found him on the verge of dissolution. He knelt down by his side and took up his hand, which was cold, and the pulse gone from the wrist. On the surgeon's feeling his forehead, which was likewise cold, his Lordship opened his eyes, looked up, and shut them again. The surgeon again knelt by his side, and returned to the wounded who required his assistance, but was not absent five minutes before the steward announced to him that he "believed his Lordship had expired." The surgeon returned, and found that the report was but too well founded; his Lordship had breathed his last at thirty minutes past four o'clock, at which period Dr. Scott was in the act of rubbing his Lordship's breast, and Mr. Burke supporting the bed under his shoulders.

His Lordship became speechless in about fifteen minutes after Captain Hardy left him. Dr. Scott and Mr. Burke, who had all along sustained the bed under his shoulders (which raised him in nearly a semi-recumbent posture, the only one that was supportable to him) forbore to disturb him by speaking to him; and when he had remained speechless about five minutes, his Lordship's steward went to the surgeon, who had been a short time occupied with the wounded in another part of the cockpit, and stated his apprehension that his Lordship was dying. The surgeon immediately repaired to him, and found him on the verge of dissolution. He knelt down by his side and took up his hand, which was cold, and the pulse gone from the wrist. On the surgeon's feeling his forehead, which was likewise cold, his Lordship opened his eyes, looked up, and shut them again. The surgeon again knelt by his side, and returned to the wounded who required his assistance, but was not absent five minutes before the steward announced to him that he "believed his Lordship had expired." The surgeon returned, and found that the report was but too well founded; his Lordship had breathed his last at thirty minutes past four o'clock, at which period Dr. Scott was in the act of rubbing his Lordship's breast, and Mr. Burke supporting the bed under his shoulders.

His Lordship became speechless in about fifteen minutes after Captain Hardy left him. Dr. Scott and Mr. Burke, who had all along sustained the bed under his shoulders (which raised him in nearly a semi-recumbent posture, the only one that was supportable to him) forbore to disturb him by speaking to him; and when he had remained speechless about five minutes, his Lordship's steward went to the surgeon, who had been a short time occupied with the wounded in another part of the cockpit, and stated his apprehension that his Lordship was dying. The surgeon immediately repaired to him, and found him on the verge of dissolution. He knelt down by his side and took up his hand, which was cold, and the pulse gone from the wrist. On the surgeon's feeling his forehead, which was likewise cold, his Lordship opened his eyes, looked up, and shut them again. The surgeon again knelt by his side, and returned to the wounded who required his assistance, but was not absent five minutes before the steward announced to him that he "believed his Lordship had expired." The surgeon returned, and found that the report was but too well founded; his Lordship had breathed his last at thirty minutes past four o'clock, at which period Dr. Scott was in the act of rubbing his Lordship's breast, and Mr. Burke supporting the bed under his shoulders.

His Lordship became speechless in about fifteen minutes after Captain Hardy left him. Dr. Scott and Mr. Burke, who had all along sustained the bed under his shoulders (which raised him in nearly a semi-recumbent posture, the only one that was supportable to him) forbore to disturb him by speaking to him; and when he had remained speechless about five minutes, his Lordship's steward went to the surgeon, who had been a short time occupied with the wounded in another part of the cockpit, and stated his apprehension that his Lordship was dying. The surgeon immediately repaired to him, and found him on the verge of dissolution. He knelt down by his side and took up his hand, which was cold, and the pulse gone from the wrist. On the surgeon's feeling his forehead, which was likewise cold, his Lordship opened his eyes, looked up, and shut them again. The surgeon again knelt by his side, and returned to the wounded who required his assistance, but was not absent five minutes before the steward announced to him that he "believed his Lordship had expired." The surgeon returned, and found that the report was but too well founded; his Lordship had breathed his last at thirty minutes past four o'clock, at which period Dr. Scott was in the act of rubbing his Lordship's breast, and Mr. Burke supporting the bed under his shoulders.

His Lordship became speechless in about fifteen minutes after Captain Hardy left him. Dr. Scott and Mr. Burke, who had all along sustained the bed under his shoulders (which raised him in nearly a semi-recumbent posture, the only one that was supportable to him) forbore to disturb him by speaking to him; and when he had remained speechless about five minutes, his Lordship's steward went to the surgeon, who had been a short time occupied with the wounded in another part of the cockpit, and stated his apprehension that his Lordship was dying. The surgeon immediately repaired to him, and found him on the verge of dissolution. He knelt down by his side and took up his hand, which was cold, and the pulse gone from the wrist. On the surgeon's feeling his forehead, which was likewise cold, his Lordship opened his eyes, looked up, and shut them again. The surgeon again knelt by his side, and returned to the wounded who required his assistance, but was not absent five minutes before the steward announced to him that he "believed his Lordship had expired." The surgeon returned, and found that the report was but too well founded; his Lordship had breathed his last at thirty minutes past four o'clock, at which period Dr. Scott was in the act of rubbing his Lordship's breast, and Mr. Burke supporting the bed under his shoulders.

His Lordship became speechless in about fifteen minutes after Captain Hardy left him. Dr. Scott and Mr. Burke, who had all along sustained the bed under his shoulders (which raised him in nearly a semi-recumbent posture, the only one that was supportable to him) forbore to disturb him by speaking to him; and when he had remained speechless about five minutes, his Lordship's steward went to the surgeon, who had been a short time occupied with the wounded in another part of the cockpit, and stated his apprehension that his Lordship was dying. The surgeon immediately repaired to him, and found him on the verge of dissolution. He knelt down by his side and took up his hand, which was cold, and the pulse gone from the wrist. On the surgeon's feeling his forehead, which was likewise cold, his Lordship opened his eyes, looked up, and shut them again. The surgeon again knelt by his side, and returned to the wounded who required his assistance, but was not absent five minutes before the steward announced to him that he "believed his Lordship had expired." The surgeon returned, and found that the report was but too well founded; his Lordship had breathed his last at thirty minutes past four o'clock, at which period Dr. Scott was in the act of rubbing his Lordship's breast, and Mr. Burke supporting the bed under his shoulders.

His Lordship became speechless in about fifteen minutes after Captain Hardy left him. Dr. Scott and Mr. Burke, who had all along sustained the bed under his shoulders (which raised him in nearly a semi-recumbent posture, the only one that was supportable to him) forbore to disturb him by speaking to him; and when he had remained speechless about five minutes, his Lordship's steward went to the surgeon, who had been a short time occupied with the wounded in another part of the cockpit, and stated his apprehension that his Lordship was dying



## Intimations.

## KOPS ARE STILL RUNNING!!

14 Gold Medals Awarded in 1894 &amp; 1895.



BRIGHT! PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS:— WATKINS &amp; CO., HONGKONG.

52

DR. KNORR'S  
ANTIPIRYNE

Patented  
"LION BRAND"  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Glycerine in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is recommended that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.  
BEWARE OF SPURIOUS IMITATIONS.WHYTH & MACKAY  
"DOUBLE LION BRAND"

SELECTED HIGHLAND  
WHISKY.  
PURE, MILD AND VERY CHEAP.  
Sole Agents in Hongkong:  
ROBERT JACK & Co.,  
1, Pabinger Street,  
Hongkong, 24th September, 1896. [1497]

JUNT APRIED  
Per S.S. ALTMORE

A Consignment of  
HAMS AND MILD CURED PORTLAND SMOKED  
"COIN SPECIAL" BRAND  
at 50 Cents per lb.  
SPECIAL RATES for Wholesale Buyers,  
Hotels, Clubs, Messes and Ships.

## HAMS

These HAMS are made from selected meat  
of young cured Hogs, and cured with  
the best granulated Sugar and with a minimum  
quantity of select salt. They are carefully  
examined and their extra fine quality testified to  
by the United States Government Officials.  
L. M. ALVAREZ & CO.,  
Merchants and Commission Agents,  
10 D'AGUIAR STREET,  
Hongkong, 17th October, 1896. [1608]

## Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.  
NOTICE.  
CONSIGNEES OF CARGO per Steamship  
"CITY OF PEKING".  
The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to take  
immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk and  
expense.  
J. S. VAN BUREN,  
Agent,  
Hongkong, 19th October, 1896. [1609]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.  
THE Company's Steamship  
"SUISANG"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their  
Goods will be delivered from alongside.  
Cargo impeding the discharge or remaining  
on board after 4 P.M. of the 21st instant will  
be landed at Consignees' risk and expense into  
Godowns at East Point.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers,  
Hongkong, 20th October, 1896. [1613]

## NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.  
S. S. "PREUSSEN"  
The above named Steamer having arrived,  
Consignees of Cargo are hereby informed that  
their Goods, with the exception of Opium,  
Treasure and Valuables, are being landed and  
stored at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, whence delivery  
may be obtained.  
Optional Cargo will go on to Shanghai unless  
notice to the contrary be given before Noon  
TO-DAY.  
No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 25th instant will be subject  
to rent.  
All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on MONDAY, the 26th instant, at 3  
P.M.  
All Claims must reach us before the 30th  
instant, or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
MELCHERS & Co.,  
Agents,  
Hongkong, 21st October, 1896. [1555]

## Shipping.

STEAMERS.  
OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship  
"MENELAUS"  
Captain Towell, will be despatched as above on  
FRIDAY, the 30th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 19th October, 1896. [1617]

JARDINE, MATHESON & CO.,  
General Managers.

HONGKONG, 20th October, 1896. [1613]

## Shipping.

STEAMERS.  
OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship  
"MENELAUS"  
Captain Towell, will be despatched as above on  
FRIDAY, the 30th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 19th October, 1896. [1617]

JARDINE, MATHESON & CO.,  
General Managers.

HONGKONG, 20th October, 1896. [1613]

## Shipping.

STEAMERS.  
OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship  
"MENELAUS"  
Captain Towell, will be despatched as above on  
FRIDAY, the 30th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 19th October, 1896. [1617]

JARDINE, MATHESON & CO.,  
General Managers.

HONGKONG, 20th October, 1896. [1613]

## Shipping.

STEAMERS.  
OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship  
"MENELAUS"  
Captain Towell, will be despatched as above on  
FRIDAY, the 30th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 19th October, 1896. [1617]

JARDINE, MATHESON & CO.,  
General Managers.

HONGKONG, 20th October, 1896. [1613]

## Shipping.

STEAMERS.  
DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship  
"HAITAN,"  
Captain J. S. Roach, will be despatched for the  
above Ports TO-MORROW, the 23rd instant, at  
Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers,  
Hongkong, 22nd October, 1896. [1627]

## NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND  
BOMBAY.  
THE Company's Steamship  
"IDZUMI MARU"  
will be despatched for the above Ports TO-  
MORROW, the 23rd instant, at Noon.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Hongkong, 22nd October, 1896. [1618]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI, VIA SWATOW.  
THE Company's Steamship  
"CHEFOO,"  
Captain Carnaghan, will be despatched as  
above TO-MORROW, the 23rd instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 21st October, 1896. [1615]

## OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.  
THE Company's Steamship  
"MEMNON,"  
Captain Mogridge, will be despatched as above  
TO-MORROW, the 23rd instant, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 21st October, 1896. [1614]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND  
CALCUTTA.  
THE Company's Steamship  
"SUISANG,"  
Captain Galsworthy, will be despatched as above  
on SATURDAY, the 24th instant, at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers,  
Hongkong, 20th October, 1896. [1622]

## NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.  
THE Company's Steamship  
"KNIGHT OF ST. JOHN,"  
Captain A. H. Elliot, will be despatched for the  
above Ports on SATURDAY, the 24th instant,  
at 5 P.M.  
For Freight, apply to  
NIPPON YUSEN KAISHA,  
Hongkong, 19th October, 1896. [1618]

THE CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

FOR LONDON,  
VIA STRAITS AND USUAL PORTS OF  
CALL.  
(Taking Cargo at through rates for GLASGOW,  
LIVERPOOL, COVENTRY, PORTS,  
RIVER PLATE, &c.)  
THE Company's Steamship  
"KEEMUN,"  
J. Barber, Commander, will be despatched as  
above on MONDAY, the 26th instant, at 5 P.M.  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents,  
Hongkong, 21st October, 1896. [1576]

## THE "WARRICK" Line Steamer

"ARGVILL"  
Captain Wm. Ward, will be despatched for the  
above Port on TUESDAY, the 27th instant, at  
Noon.  
To be followed by  
"MILBURN" Line Steamer  
"PORT PHILLIP"  
on or about the 9th November,  
and  
"MOGUL" Line Steamer  
"MOGUL,"  
on or about the 24th November.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents,  
Hongkong, 19th October, 1896. [1570]

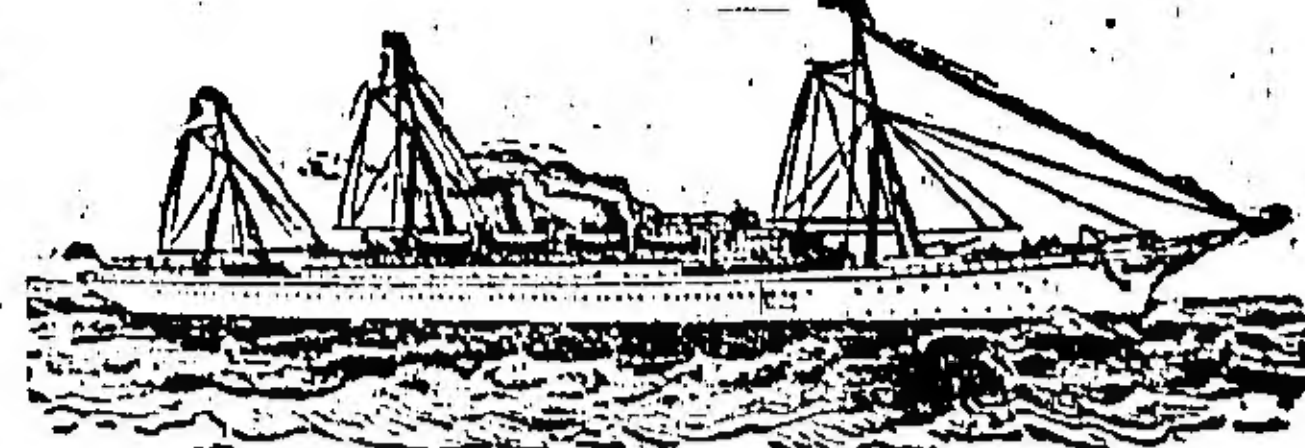
CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship  
"CHANGSHA,"  
Captain Williams, will be despatched on  
WEDNESDAY, the 26th instant, at 3 P.M.  
The attention of Passengers is directed to the  
Superior Accommodation offered by this Steamer.  
The First-class Saloon is situated forward of the  
Engines; a Refrigerating Chamber ensures the  
Supply of Fresh Provisions during the entire  
voyage.  
A daily qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 19th October, 1896. [1616]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 25th November.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 23rd December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF  
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL  
TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent  
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is  
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan  
Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney  
Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for  
9 months, £100.  
The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition)  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 30th September, 1896.

OCCIDENTAL & ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE.

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
Proposed sailings from Hongkong:  
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Tuesday, 27th Oct., at Noon.  
Belge (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Saturday, 21st Nov., at Noon.  
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Tuesday, 18th Dec., at Noon.

## THE U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
Proposed sailings from Hongkong:  
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Tuesday, 27th Oct., at Noon.  
China (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Thursday, 12th Nov., at Noon.  
Peru (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Sunday, 29th Nov., at Daylight.

## THE U.S. Mail Steamship

"CITY OF PEKING"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA AND HONOLULU, on  
TUESDAY, the 27th October, 1896, at Noon,  
taking Passengers and Freight for Japan, the  
United States, and Europe.  
Steamers of this Line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.  
Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates may be  
obtained on application.  
Passengers holding ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO  
GRANDE, and NORTHERN PACIFIC RAIL-  
WAYS; also the CANADIAN PACIFIC RAIL-  
WAY on payment of £4 in addition to the  
regular tariff rate.  
Passengers holding ORDERS FOR OVERLAND  
CITIES in the United States have, between  
SAN FRANCISCO and CHICAGO, the option  
of the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and  
RIO GRANDE, and other direct connecting  
Railways, and from Chicago to destination the  
choice of direct lines.  
Particulars of the various routes can be  
had on application.  
Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.  
Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.  
All PARCEL PACKAGES should be marked to  
address in full, and name will be received at  
the Company's Office until 5 P.M. the day  
previous to sailing.  
Consular invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.  
For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.  
J. S. VAN BUREN, Agent,  
Hongkong, 30th September 1896. [1572]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

PRAYA CENTRAL, HONGKONG.  
SOAP MANUFACTURERS.  
SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND BRAND,  
HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR LAUNCHES  
&c., &c.  
Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1896. [148]

## Mails.

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES:

VIA INLAND SEA OF JAPAN.  
THE attention of Passengers is directed to  
the very cheap rates offered by this Line  
to the PACIFIC COAST and the INTERIOR  
and EASTERN CITIES of the UNITED STATES and  
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table,  
Doctor and Stewardess carried.  
HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS. The  
YELLOWSTONE NATIONAL PARK route. Passen-  
gers to EUROPE may proceed by one of the first  
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Govern-  
ment Services.

PROPOSED SAILINGS FROM  
HONGKONG.  
(SUBJECT TO ALTERATION.)

Steamer ... 1.50 ... Wednesday ... Nov. 4.  
Tacoma ... 2.50 ... Thursday ... Nov. 26.  
Victoria ... 1.50 ... Tuesday ... Dec. 3.  
Olympia ... 1.50 ... Tuesday ... Dec. 29.

THE Steamship  
"BRAEMAR."  
Captain E. Porter, sailing at Noon, on WED-  
NESDAY, the 4th November, will proceed to  
VICTORIA (B.C.) and TACOMA (Wash.), via  
SHANGHAI, KOBE and YOKOHAMA.  
Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
United States Ports.  
Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the care of the Freight Agent, Northern Pacific  
Railroad, Tacoma, Wash.  
Passes must be sent to our Office (with address  
marked in full) by 5 P.M., on the day previous to  
sailing.  
For further information as to Passage or  
Freight, apply to  
DODWELL, CARLILL & Co.,  
General Agents,  
Hongkong, 19th October, 1896. [1554]

## NORDEUTSCHER LLOYD.

NOTICE.  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG.  
PORTS IN THE LEVANT.  
BLACK SEA AND BALTIC PORTS:  
ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHWAMPTON  
TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Prussia ... 1.50 ... Tuesday ... 10th Nov.  
Sachsen ... 1.50 ... Tuesday ... 18th Dec.  
Bayern ... 1.50 ... Tuesday ... 1st Jan.  
Prinz Heinrich ... 1.50 ... Tuesday ... 2nd Feb.

ON TUESDAY, the 10th day of November,  
1896, at 4 A.M., the Company's Steamship  
"PREUSSSEN," Capt. P. Wolff, with MALES,  
PASSENGERS, SPECIE and CARGO, will  
leave this Port as above, calling at NAPLES and  
GENOA.  
Shipping Orders will be granted till Noon on  
SATURDAY, the 7th Nov. Cargo and Specie  
will be received on board until 5 P.M. on MONDAY  
the 9th Nov. and Passes will be received at  
the Agency's Office until Noon on MONDAY, the  
9th Nov. Contents of Packages are required.  
No Parcel Receipts will be signed for less than  
25 lbs and Parcels should not exceed Two Feet  
Cubic Measurement.  
The Steamer has splendid Accommodation  
and carries a Doctor and a Stewardess.  
Linen can be washed on board.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents,  
Hongkong, 17th October, 1896. [1555]

## SAILING VESSELS.

FOR NEW YORK.  
THE 3/4 A.I. American Ship  
"SAINT MARK,"  
Dudley, Master, will leave here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
CARLOWITZ & Co.,  
Hongkong, 25th August, 1896. [1557]

FOR NEW YORK.  
THE 3/4 A.I. American Ship  
"WILLIAM H. SMITH,"  
Wilson, Master, will leave here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
CARLOWITZ & Co.,  
Hongkong, 16th October, 1896. [1611]

FOR SAN FRANCISCO.  
THE 100 Ar British Ship  
"CLAN MACFARLANE,"  
Templeton, Master, will leave here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Hongkong, 9th October, 1896. [1575]

FOR NEW YORK.  
THE L.L.I. American Ship  
"WILLIAM J. ROTCH,"  
Captain S. Lancaster, is loading for the above  
Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Hongkong, 12th October, 1896. [1505]

Printed and Published by CHESNEY  
DUNCAN at No. 4, Pedder's Street, in the City  
of Victoria, Hongkong.